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## MEMORANDUM

**TO:** Mr. Martin J. Kenny  
LEX-LAZ West Hartford, LLC

**FROM:** Mark G. Vertucci, PE, PTOE 

**DATE:** November 2, 2018

**RE:** Traffic Impact Statement  
One Park Road Residential Development  
Park Road and Prospect Avenue, West Hartford, CT

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LEX-LAZ West Hartford, LLC proposes to construct 294 apartment units in West Hartford, Connecticut on a site located on the southwest corner of the intersection of Park Road and Prospect Avenue. The proposed site location is shown on the attached Site Location Map, *Figure No. 1*. A total of 477 new parking spaces will be provided on site and the development is intended to be constructed in 2019.

Fuss & O'Neill has been retained to review a Traffic Impact Study that was previously conducted for this site in 2015 by Bubaris Traffic Associates for the approved 310 unit Arcadia Crossing (Arcadia) residential development, determine its applicability to the proposed development, and summarize the net decrease in trip generation expected from the One Park Road development in comparison to the previously approved Arcadia project. This memorandum documents the findings of our review. It is being submitted to the Town of West Hartford in support of the One Park Road project's land use applications as well as the Office of the State Traffic Administration (OSTA) in support of an Administrative Decision Review.

The 2015 study found that the Arcadia development would not adversely impact traffic operations on the adjacent roadway network, and that no off-site improvements would be required to mitigate the traffic impact. Based on these findings, both the Town of West Hartford and OSTA approved the Arcadia development. However, it was never constructed.

### Existing Site Conditions

The site is located on the southwest corner of the intersection of Park Road and Prospect Avenue and consists of approximately 20 acres within the underlying Residential District of West Hartford. The property currently houses the Sisters of Saint Joseph residential facility comprising approximately 128,700 square feet (36 units) of living space as well as approximately an 8,800 square foot chapel on the west side of the convent. The site is accessible via two paved driveways on Park Road and one on Prospect Avenue with connected surface parking lots provided along the north, west, and south of the existing building. The driveways on Park Road operate as a one-way pair with the western driveway serving as an entrance and the eastern driveway serving as an exit.

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### **Proposed Site Conditions**

LEX-LAZ West Hartford, LLC proposes to redevelop the existing residential and church buildings and construct an addition to the south and east of the existing development. The site modifications will accommodate a total of 330 residential units (294 new apartments units in addition to the existing 36 Sisters of Saint Joseph's housing units) and a new recreation facility within the existing church. A total of 477 parking spaces is proposed to support this development. Site access will be provided via one site driveway on Prospect Avenue as well as three on Park Road. The site driveway on Prospect Avenue and the western driveway on Park Road will be reconstructed with center planted medians and provide full access to the site. The existing center and eastern driveways on Park Road will be modified to also provide full access and egress to the site, however the eastern driveway is proposed to be gated.

### **Trip Generation**

The expected site generated traffic for the proposed One Park Road development was calculated using existing empirical data from the Institute of Transportation Engineers (ITE) publication Trip Generation, 10th edition, 2017. This publication is an industry-accepted resource for determining trip generation. Trip generation for the morning and afternoon peak hour was calculated using the ITE land use code 220 "Multifamily Housing (Low-Rise)". The ITE manual indicates that the development consisting of 330 apartment units is expected to generate a total of 152 vehicle trips (35 entering, 117 exiting) during the morning peak hour, and a total of 185 vehicle trips (117 entering, 68 exiting) during the afternoon peak hour.

The site was approved in 2015 by the Town of West Hartford and the Connecticut Department of Transportation (CTDOT) Office of the State Traffic Administration (OSTA) for a total of 346 residential units including 310 new apartments units in addition to the existing 36 Sisters of Saint Joseph's housing units. That development was never constructed. Given that the traffic analysis for these 346 units has already been completed and the units were determined to have no significant impact on the adjacent road network, the trips generated by the proposed 330 apartment units were only reviewed to determine the net decrease in trips in comparison to what the 346 units would have generated.

It should be noted that current background traffic conditions on the adjacent roadway network are similar to those that were occurring in 2015. Since 2015, the Patrissi's nursery on Ringgold Street has closed and a new multifamily 24 unit development has been approved and is under construction. The traffic generated by the new Ringgold Street development will result in only 12 weekday morning peak hour trips and 17 weekday afternoon peak hour trips when using the trip generation rate per Land Use Code 220 (Multifamily Housing (Low-rise)) as published in the Institute of Transportation Engineers Trip Generation, 10<sup>th</sup> Edition, 2017 manual. These trips are largely offset by the loss of trips from the closure of Patrissi's and would result in a negligible increase in traffic along Park Road and Prospect Avenue adjacent to the One Park Road development site.

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After accounting for the previously approved Arcadia apartment units, the proposed One Park Road development is expected to result in a net reduction in trip generation by 23 trips (0 entering, 23 exiting) during the morning peak hour, and 39 trips (26 entering, 13 exiting) during the afternoon peak hour. A summary of the peak hour trip generation for the proposed development is provided in Table 1 below.

**Table 1**

<b>Morning Peak Hour</b>	<b>Total Trips</b>	<b>Trips Entering</b>	<b>Trips Exiting</b>
<b>220 – Multifamily Housing (Low-Rise) – 330 units</b>	152	35	117
<b>221 – Apartments – 346 units</b>	(-175)	(-35)	(-140)
<b>Total New Trips</b>	<b>(-23)</b>	<b>(-0)</b>	<b>(-23)</b>
<b>Afternoon Peak Hour</b>			
<b>220 – Multifamily Housing (Low-Rise) – 330 units</b>	185	117	68
<b>221 – Apartments – 346 units</b>	(-224)	(-143)	(-81)
<b>Total New Trips</b>	<b>(-39)</b>	<b>(-26)</b>	<b>(-13)</b>

Note: Trip generation for the One Park Road development based on Rate per Land Use Code 220 (Multifamily Housing (Low-rise)) as published in the latest ITE *Trip Generation*, 10<sup>th</sup> Edition, 2017 manual. Trip generation for the Arcadia development based on the previous Town and OSTA approved Rate per Land Use Code 221 (Apartments) as published in *Trip Generation*, 9<sup>th</sup> Edition, 2012, which was the industry standard in 2015.

### **Conclusion**

The findings of the 2015 traffic study for the approved 346 unit Arcadia residential development on the One Park Road site were that the development would not adversely impact traffic operations on the adjacent roadway network, and that no off-site improvements would be required to mitigate the traffic impact. Based on these findings, both the Town of West Hartford and OSTA approved the Arcadia development.

The purpose of preparing this Traffic Impact Memorandum was to identify the impact of the expected traffic generated by the proposed 330 unit One Park Road development compared to the 346 unit Arcadia development approved in 2015 but never constructed. Our study indicates that when compared to the approved Arcadia development, the proposed One Park Road development will generate 23 fewer vehicle trips (0 entering, 23 exiting) during the morning peak hour, and 39 fewer vehicle trips (26 entering, 13 exiting) during the afternoon peak hour.

Site access will be provided via one site driveway on Prospect Avenue and three on Park Road, all of which are in similar locations to the currently existing access driveways. Accordingly, the driveways will



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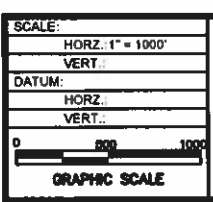
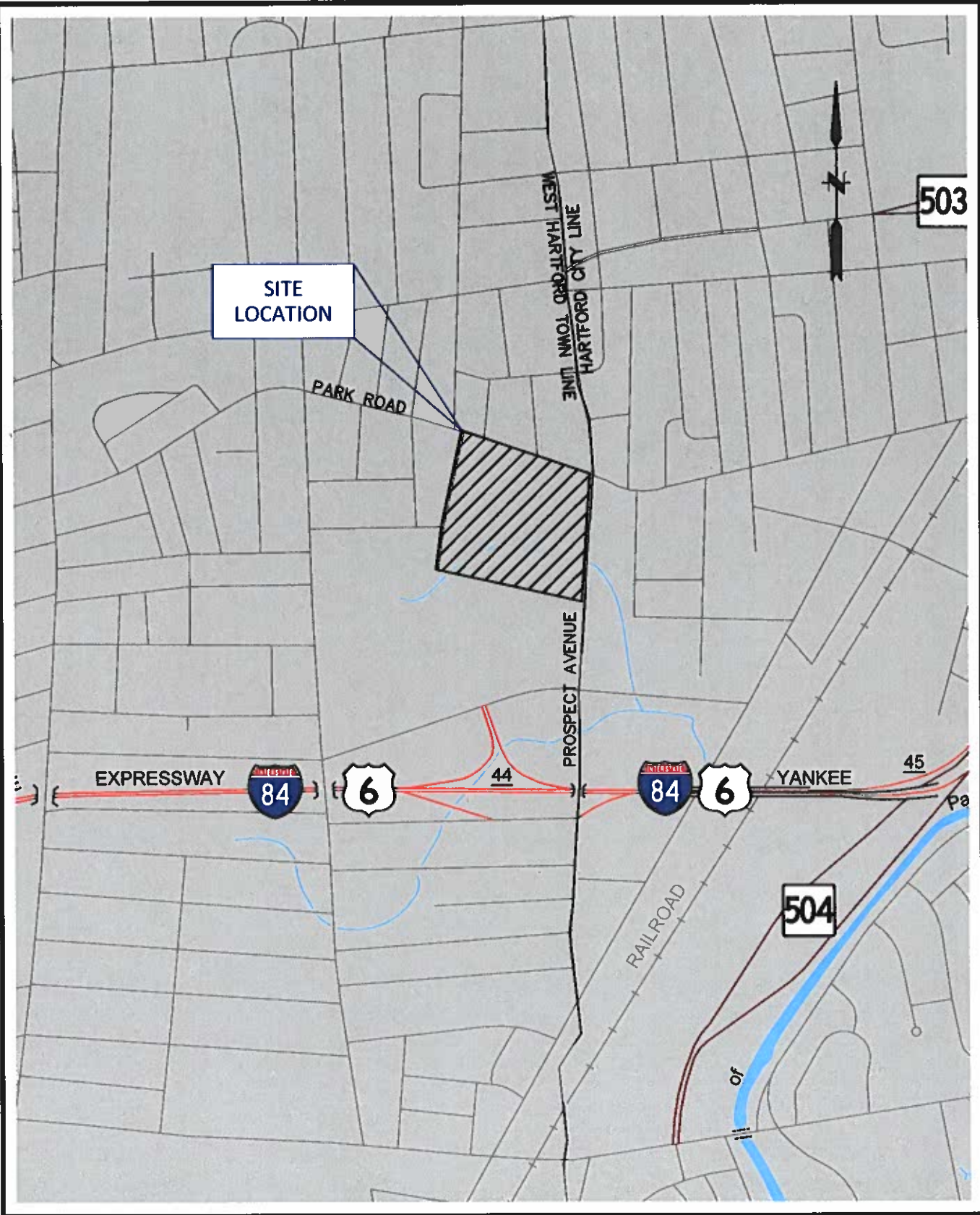
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continue to maintain required intersection sight distance to provide safe access to and egress from the site.

Based on the results of the foregoing analysis, it is the professional opinion of Fuss & O'Neill, Inc. that the impact of the proposed One Park Road development will be less than that which was approved for the Arcadia development in 2015. The proposed development traffic can be safely and efficiently accommodated on the adjacent roadway network and will require no off-site roadway mitigation.

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PROJ. No: 20180539 A10  
 DATE: OCTOBER 2018  
**FIGURE 1**